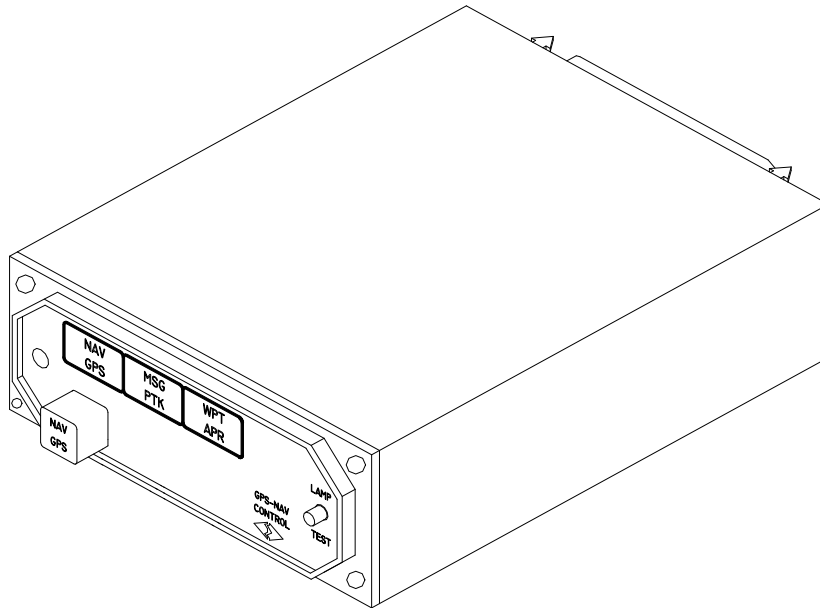




INSTALLATION MANUAL AND OPERATING INSTRUCTIONS

MD41-() Series GPS ANNUNCIATION CONTROL UNIT FOR NORTHSTAR M3 GPS APPROACH

MD41-828	28vdc	Horizontal Mount
MD41-838	28vdc	Vertical Mount (shown on page 13)
MD41-824	14vdc	Horizontal Mount
MD41-834	14vdc	Vertical Mount (shown on page 13)



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MANUAL REVISION AND HISTORY

MANUAL: MD41-824, -834, -828, -838, -828(5v), -838(5v)
REVISION: MAY. 08, 1997 Rev. 1
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This revision level of this manual consist of the following changes:

Revised DO160C section 4.0 environmental test data. Test D1 is now F2

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SECTION 1 GENERAL DESCRIPTION

1.1 INTRODUCTION

The MD41-() is a self-contained GPS Annunciation and Control unit. It combines all the necessary functions required for switching HSI/CDI data inputs between a conventional NAV (VOR) receiver and the Northstar approach-certified GPS receiver. In addition, the MD41-() contains a GPS/NAV status annunciation used to indicate the mode selected by the front panel switch. Also various inputs from the GPS receiver are annunciated on the front panel.

A special ILS override feature has been incorporated to cause the MD41-() to automatically switch to the NAV mode when the NAV (VOR) receiver is tuned to an ILS frequency. Other features include dual, 16,000 hour lamps used for all annunciations, internally lighted selection switches, automatic photocell dimming, and built-in annunciation self test. A external annunciation dimming adjustment is provided for balancing low level light conditions.

A 19 pole relay assembly is included within the MD41-() to simplify installation of the switching between NAV (VOR), GPS and the associated HSI/CDI. All relays have gold plated contacts and are nitrogen filled for high reliability.

Two versions are available that will allow the lighted selection buttons to operate from a 5 volt instrument dimming bus. These part numbers are as follows: MD41-828(5V) and MD41-838(5V).

A MD156 adapter plate is available for front mount installations. Also a MD155 punch is available for instrument hole cutout.

1.2 SPECIFICATIONS, TECHNICAL

1.2.1 PHYSICAL CHARACTERISTICS

Mounting:	Panel
Width:	3.50 Inches
Height:	1.350 Inches
Depth:	4.625 Inches
Weight:	0.75 lbs.

1.2.2 ENVIRONMENTAL CHARACTERISTICS

TSO Compliance:	TSO C129
Applicable Documents:	RTCA DO-160C, DO-208
Operating Temperature Range:	-20°C to +70°C
Humidity:	95% Non-Condensing
Altitude Range:	0 to 35,000 ft.
Vibration:	Cat. M and N
Operational Shock:	Rigid Mounting, 6 G Operational 15 G Crash Safety

1.2.3 SPECIFICATIONS, ELECTRICAL

Design	All Solid State
MD41-824/834 (14VDC)	0.65 Amps
MD41-828/838 (28VDC)	0.40 Amps
MD41-828(5V)/838(5V) (28VDC)	0.40 Amps
Relay contact current rating:	2 Amps DC
Available relay poles (spdt)	19

1.2.4 FRONT PANEL CONTROLS AND ANNUNCIATIONS

1.2.4.1 CONTROLS

NAV/GPS Alternate action switch, when pressed, will select NAV (VOR) GPS presentation on HSI/CDI.

LAMP TEST Momentary switch for testing annunciation lamps.
Note: Screwdriver adjustable control located on right side of case sets annunciator low dimming level.

1.2.4.2 ANNUNCIATIONS

NAV	NAV (VOR) information presented on the HSI or CDI.
GPS	GPS information presented on the HSI or CDI.
PTK	Indicates the parallel track function is in use.
APR	GPS is actively engaged in the approach mode.
MSG	GPS message alert, from the GPS receiver.
WPT	GPS waypoint alert, from the GPS receiver.

1.2.5 INTERFACE

PTK ANN J1 Pin 16	Receives a logic low from the GPS receiver when parallel track is enabled.
APR ANN J1 Pin 8	Receives a logic low from the GPS receiver when approach is active.
MSG ANN J1 Pin 10	Receives a logic low from the GPS receiver to annunciate MSG.
WPT ANN J1 Pin 11	Receives a logic low from the GPS receiver to annunciate WPT.
ILS Override JI Pin 14	Receives a logic low from the NAV (VOR) receiver when tuned to an ILS frequency. This will force the MD41-() into NAV mode regardless of the NAV/GPS selection. This connection is optional.

1.2.6 EQUIPMENT LIMITATIONS

The MD41-() series control units contain specific dash numbers to be used with various GPS receivers. The installer must match the correct controller part number with the GPS receiver being installed.

The conditions and tests required for TSO approval of this article are minimum performance standards. It is the responsibility of those desiring to install this article either on or within a specific type or class of aircraft to determine that the aircraft installation conditions are within the TSO standards. The article may be installed only if further evaluation by the applicant documents an acceptable installation and is approved by the Administrator.

The MD41-824/828/834/838/828(5V)/838(5V) is TSO'D and certified for use with the Northstar M3. Any attempts to install the MD41-824/828/834/838/828(5V)/838(5V) in an installation other than the listed Northstar GPS receiver is prohibited. **This will void the TSO.**

NOTE: Anytime the MD41-() is disconnected or removed from the aircraft, the HSI/CDI will be inoperative in both NAV (VOR) and GPS.

1.2.7 MAJOR COMPONENTS

The system is comprised of one major component, the MD41-() GPS Annunciation Control Unit.

SECTION 2 INSTALLATION CONSIDERATIONS

2.1 COOLING

No direct cooling is required. As with any electronic equipment, overall reliability may be increased if the MD41-() is not located near any high heat source or crowded next to other equipment. Means of providing a gentle air flow will be a plus.

2.2 EQUIPMENT LOCATION

The MD41-() must be mounted as close to the pilot's field of view as possible. The preferable location is near the HSI/CDI that will be displaying the GPS information. The unit depth, with connector attached, must also be taken into consideration. A MD156 adapter plate is available for front mounting.

2.3 ADDITIONAL ANNUNCIATIONS

Depending upon the installation and approving agency, you may be required to provide additional NAV Source Select external annunciators near the HSI/CDI. Spare relay contacts on the MD41-() J1 or J2 connector may be used for this purpose.

2.4 ADDITIONAL RELAYS

The MD41-() contains 19 relay poles. Some installations may require more than 19 poles due to data lines, superflags etc. If this should occur, you may use one spare relay pole to switch additional relays. In cases where it may be more desirable to have all the relay switching done at a remote location, (i.e.: remote mounted equipment) one relay pole on the MD41-() may be used for switching this bank of relays. Please note that the maximum relay contact rating for the MD41-() is 2 amps DC.

2.5 ROUTING OF CABLES

Care must be taken not to bundle the MD41-() logic and low level signal lines with any high energy sources. Examples of these sources include 400 HZ AC, Comm, DME, HF and transponder transmitter coax. Always use shielded wire when shown on the installation print. Avoid sharp bends in cabling and routing near aircraft control cables.

SECTION 3 INSTALLATION PROCEDURES

3.1 GENERAL INFORMATION

This section contains interconnect diagrams, mounting dimensions and other information pertaining to the installation of the MD41-(). After installation of cabling and before installation of the equipment, ensure that power is applied only to the pins specified in the interconnect diagram.

3.2 UNPACKING AND INSPECTING EQUIPMENT

When unpacking equipment, make a visual inspection for evidence of damage incurred during shipment. The following parts should be included:

1. MD41-824 (14v) or MD41-828 (28v) Horiz. Mount
MD41-834 (14v) or MD41-838 (28v) Vert. Mount
MD41-828(5V) (28volt) 5 volt button lighting Horiz. Mount
MD41-838(5V) (28volt) 5 volt button lighting Vert. Mount
2. J1 Connector Kit (25 pin). MCI PN 7014517
3. J2 Connector Kit (50 pin). MCI PN 7014509
4. Installation Manual. MCI PN 7018443
5. 4-40 x 1.0" Mounting Screws, 4ea. MCI PN 7016165

3.3 MOUNTING THE MD41-()

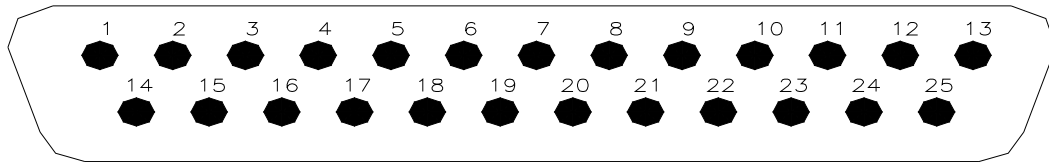
Plan a location in the aircraft for the MD41-() to be mounted as close to the pilot's field of view as possible. The preferable location is near the HSI/CDI that will be displaying the GPS information. Avoid mounting close to heater vents or other high heat sources. Allow a clearance of at least 3 inches from back of unit for plug removal.

The indicator is secured in place behind the panel since it is designed for rear mount only. Make a panel cutout as shown in Figure 3-3. Secure the indicator in place with four 4-40 x 3/8 to 1.0" flat head phillips screws. A MD156 adapter plate is available for front mount installations. Also a MD155 punch is available for hole cutout.

3.4 INSTALLATION LIMITATIONS

Wire the aircraft harness according to figure 3-5 or 3-6. Use at least 24 AWG wire for all connections. You MUST use shielded wire where shown. Avoid sharp bends and routing cable near high energy sources. Care must be taken to tie the harness away from aircraft controls and cables. Normal installation techniques should be applied.

J1 CONNECTOR



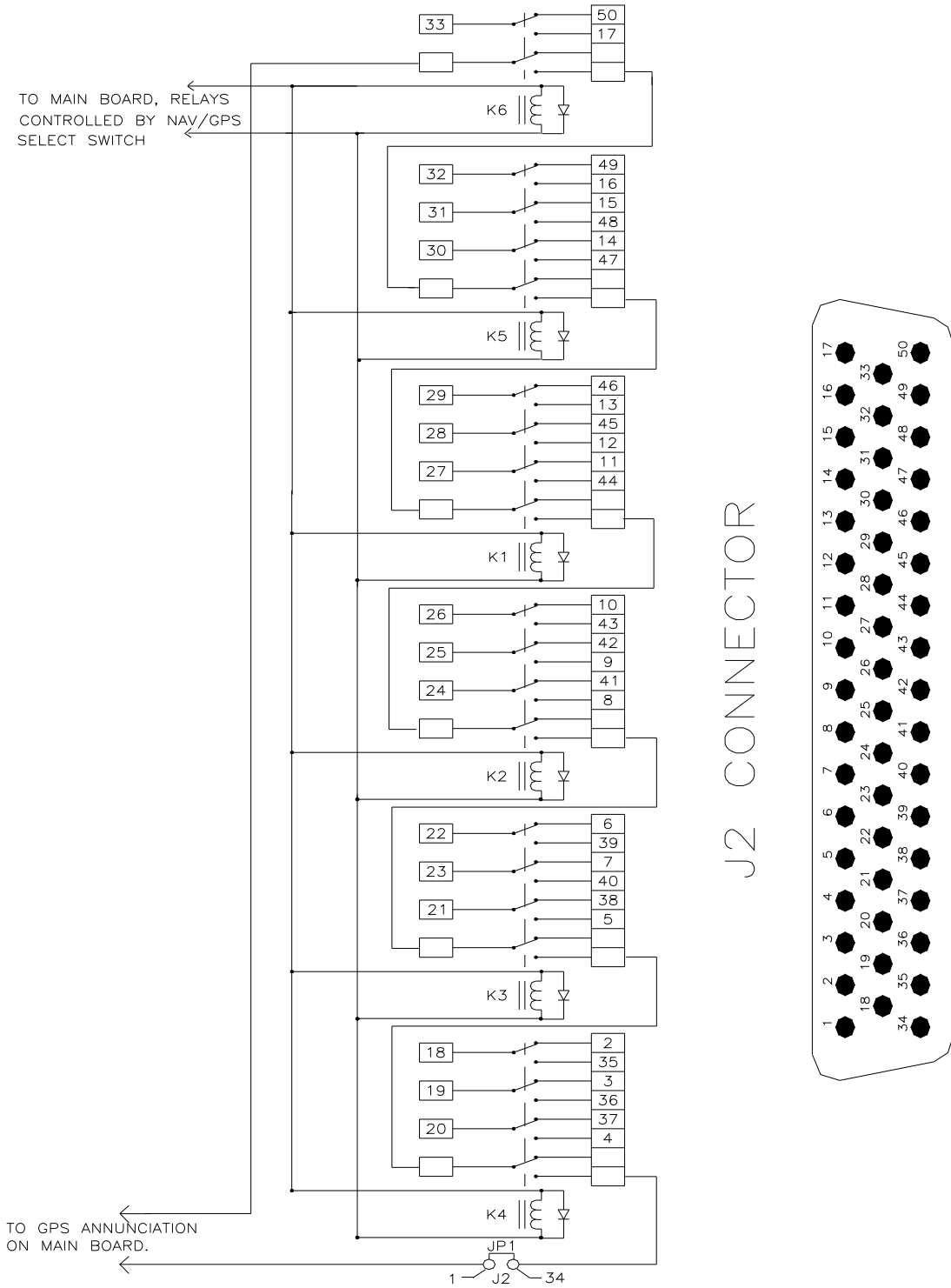
REAR VIEW OF J1 (bottom) CONNECTOR

J1

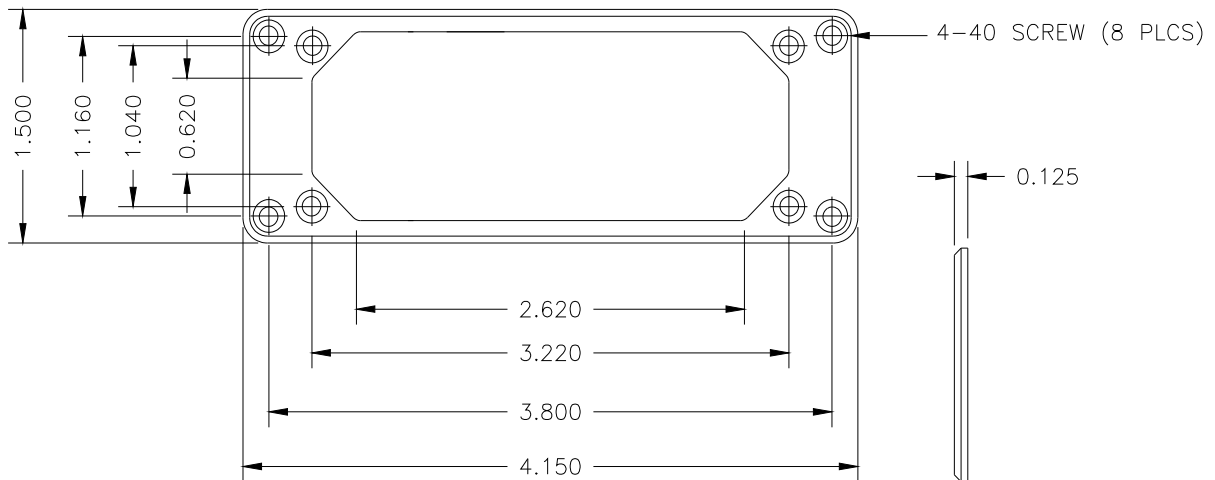
PIN NO.

1 -----	NO2 RELAY
2 -----	NC2 RELAY
3 -----	SPARE
4 -----	SPARE
5 -----	C3 RELAY
6 -----	NC3 RELAY
7 -----	NO3 RELAY
8 -----	APR ANNUNCIATION
9 -----	SPARE
10 -----	MSG ANNUNCIATION
11 -----	WPT ANNUNCIATION
12 -----	14 VDC UNIT PWR -824/834 ONLY
13 -----	28 VDC UNIT PWR -828/838/828(5V)/838(5V) ONLY
14 -----	ILS FROM NAV (VOR) REC. (for ILS override)(optional)
15 -----	C2 RELAY
16 -----	PTK ANNUNCIATION
17 -----	SPARE
18 -----	C1 RELAY
19 -----	NCI RELAY
20 -----	DIM LOW (to lighting bus)(used for push-button lighting)
21 -----	DIM HIGH (to lighting bus)(used for push-button lighting)
22 -----	NO1 RELAY
23 -----	TO NAV CIRCUIT BREAKER (for fault monitoring)
24 -----	SPARE
25 -----	POWER GROUND

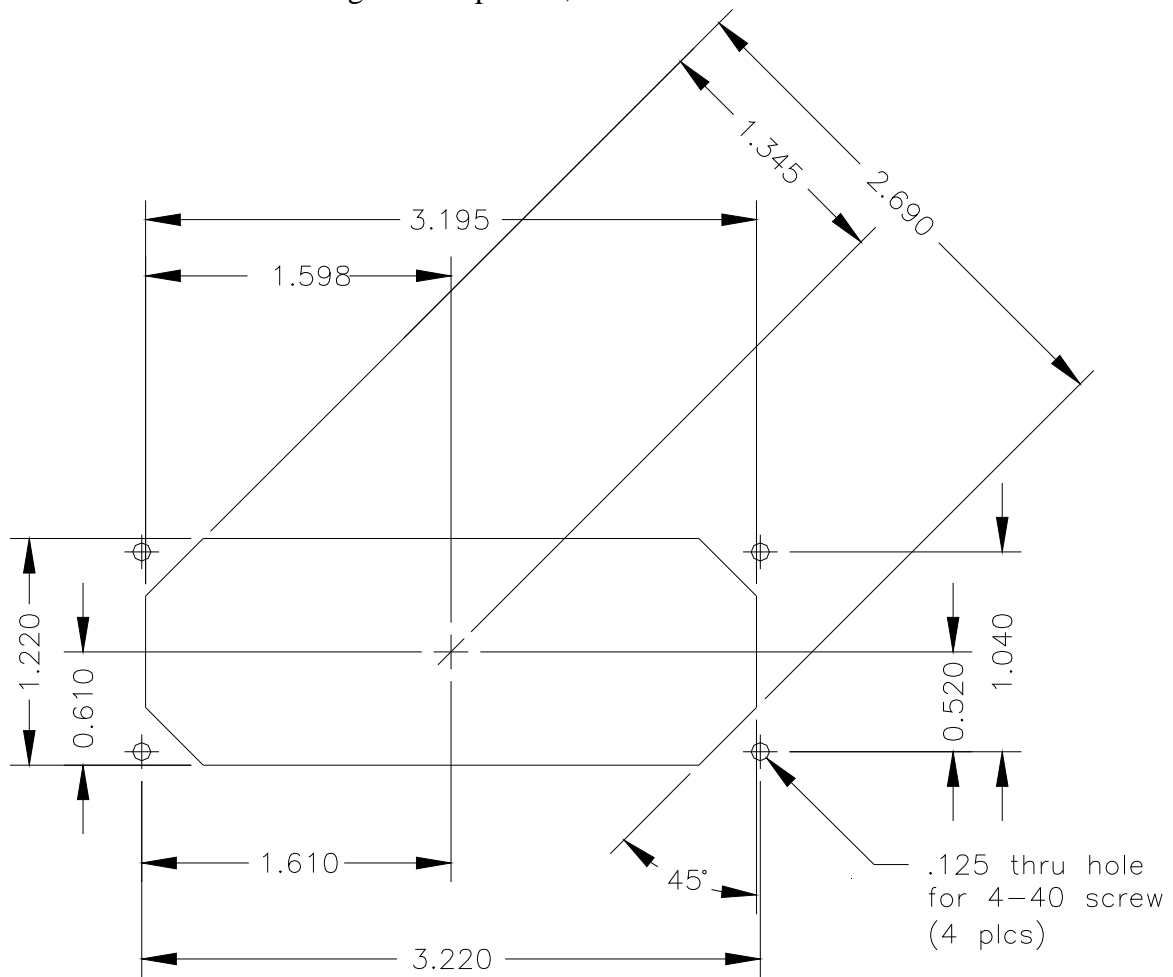
FIGURE 3-1 SCHEMATIC PINOUT, 25 PIN DSUB



Note 1: All relays shown in NAV position.
FIGURE 3-2 SCHEMATIC PINOUT, 50 PIN DSUB



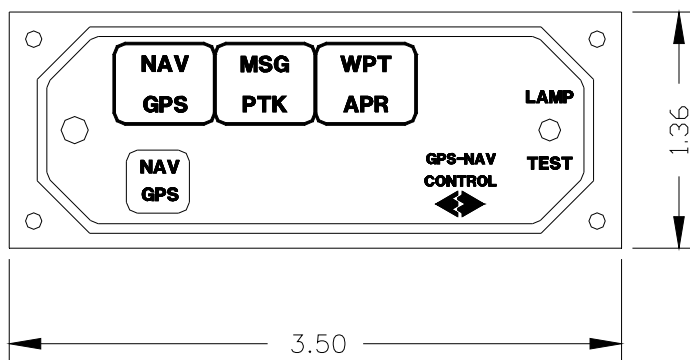
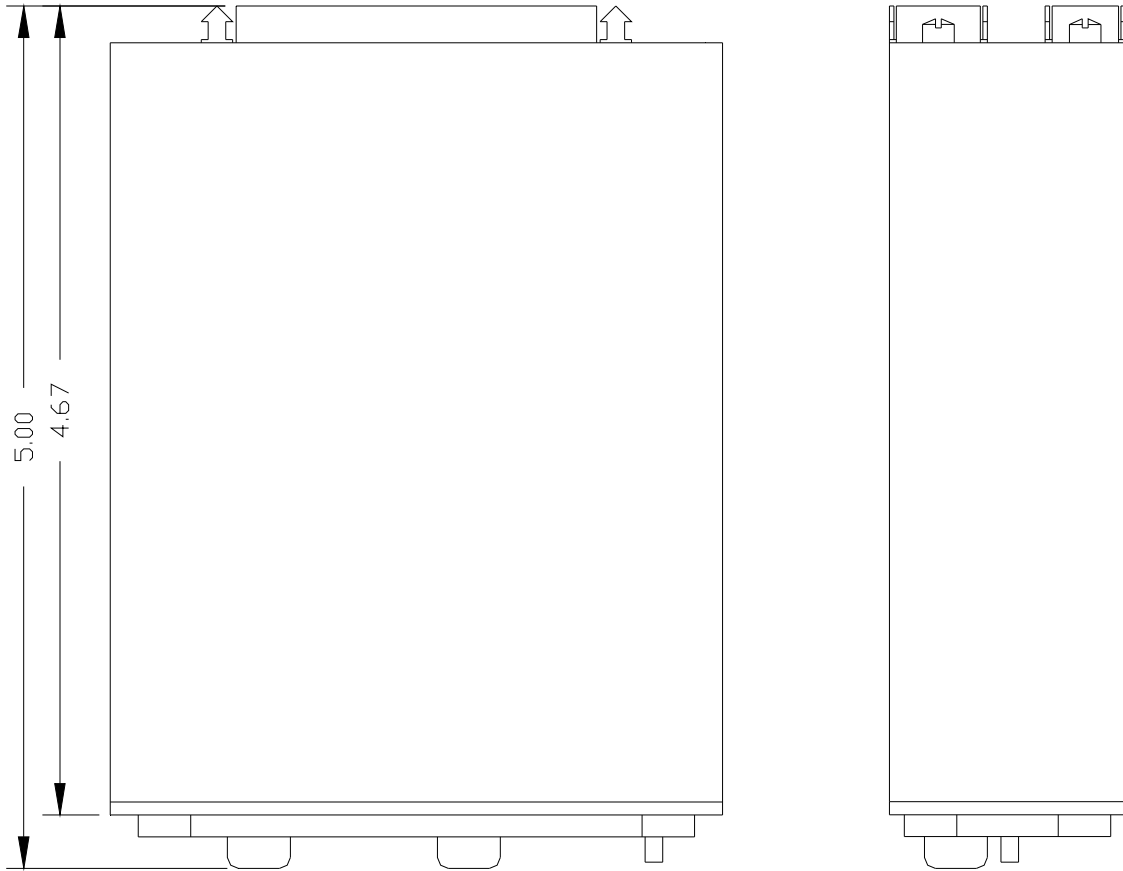
MD156 Front Mounting Plate. Optional, must be ordered from Mid-Continent Inst.



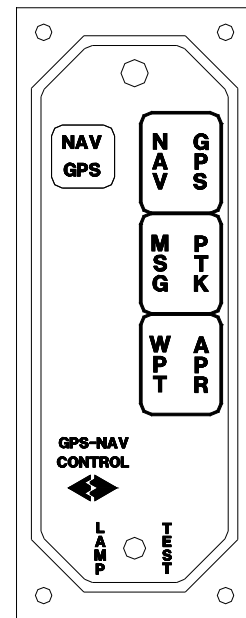
ACTUAL SIZE

Note 1: Use four 4-40 X 3/8 to 1.0" Flat Head Phillips Screws for Mounting, MCI PN 7016165 (supplied). MD155 punch is available for hole cutout.

FIGURE 3-3 CUTOUT DIMENSIONS FOR PANEL MOUNTING



HORIZONTAL



VERTICAL

FIGURE 3-4 OUTLINE DRAWING

MD41

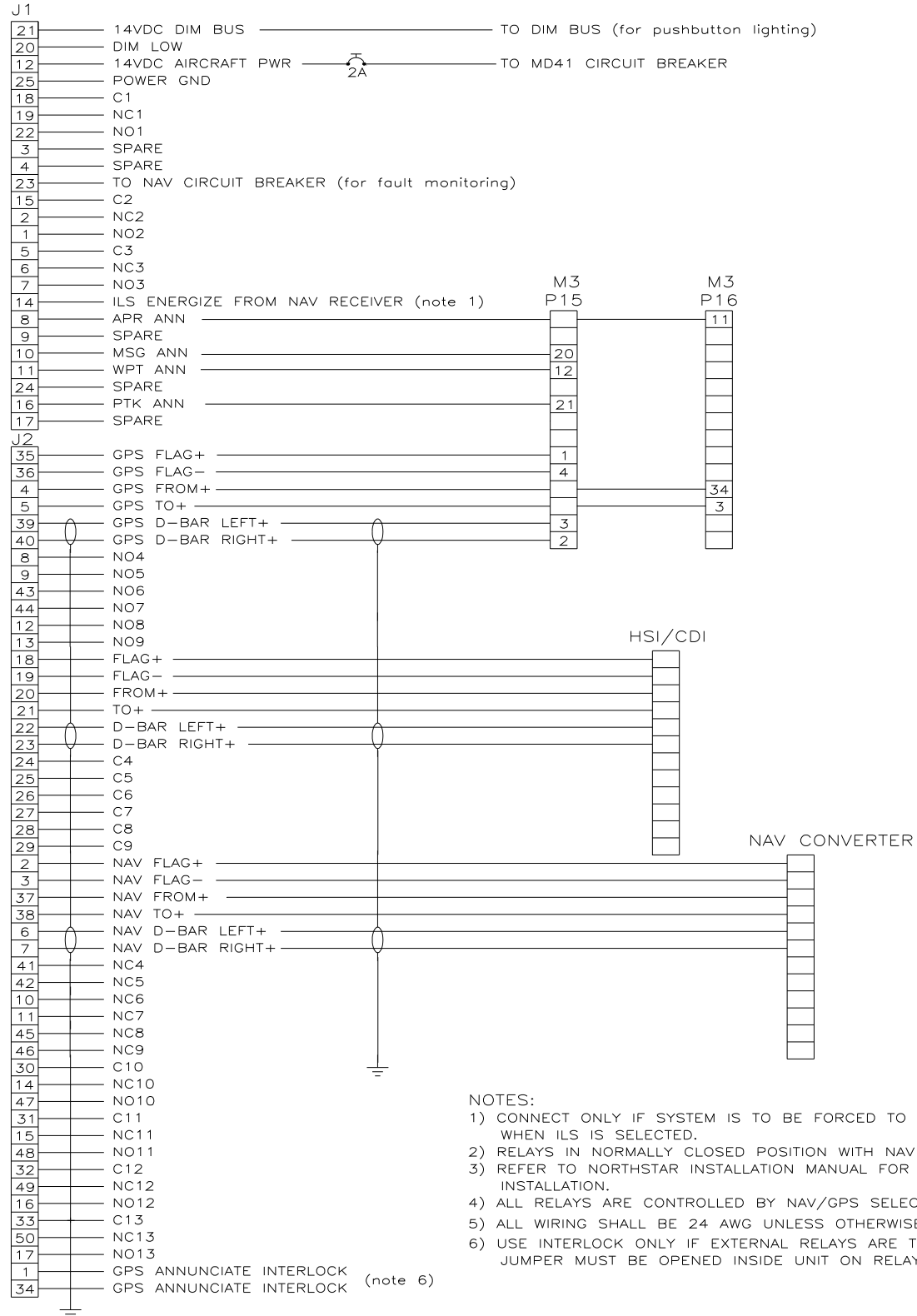


FIGURE 3-5 WIRING DIAGRAM, MD41-824/834 (14V)

MD41

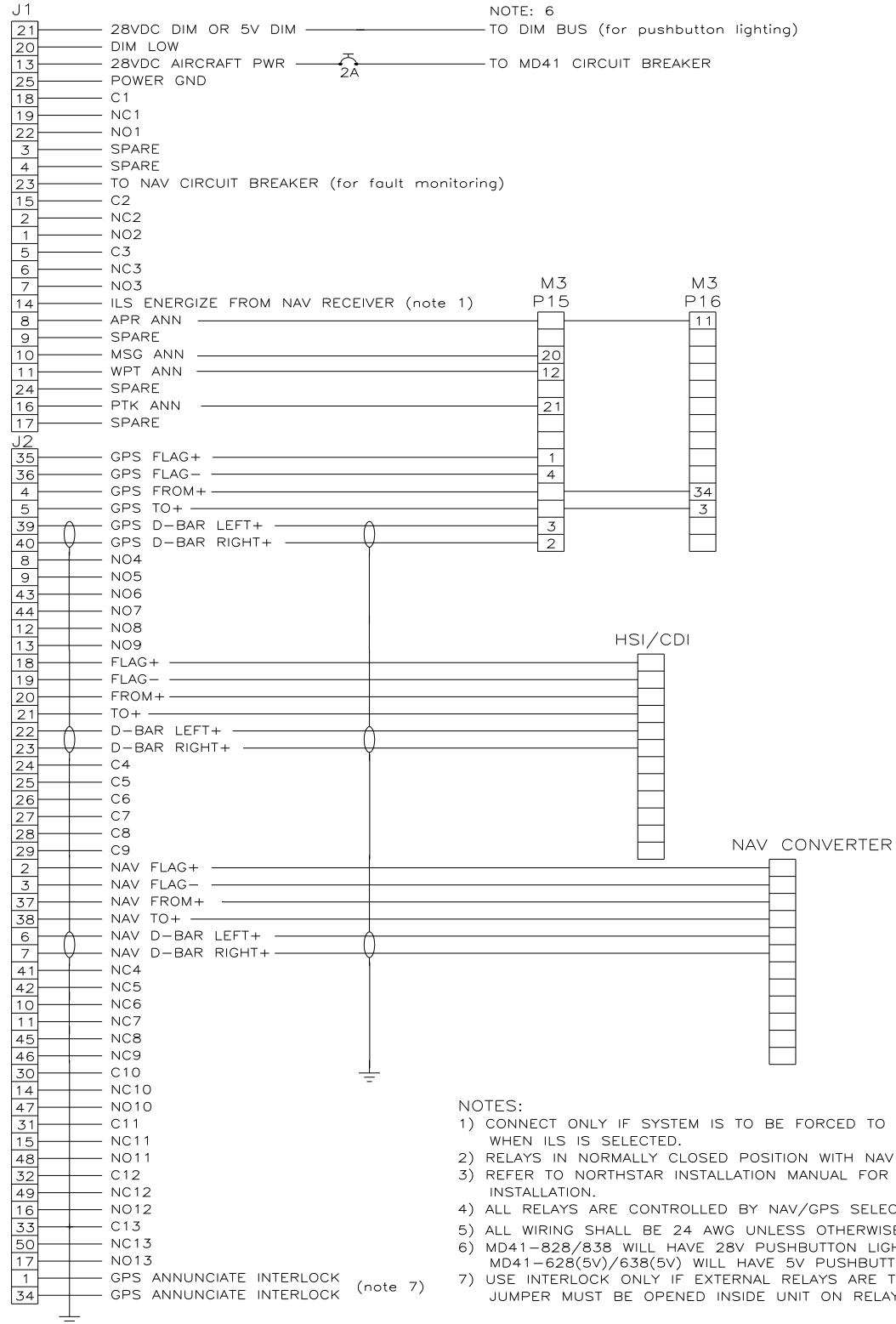


FIGURE 3-6 WIRING DIAGRAM, MD41-828/838/828(5V)/838(5V) (28V)

SECTION 4 POST INSTALLATION CHECKOUT

4.1 PRE INSTALLATION TESTS

With the MD41-() disconnected, turn on the avionics master switch and verify that aircraft power is on pin 12 for 14VDC systems and pin 13 for 28VDC systems. Using an ohm meter, verify pin 25 is aircraft ground.

4.2 OPERATING INSTRUCTIONS

Turn off the avionics master switch and connect the mating connector to the MD41-(). Turn on the avionics master switch and the MD41-() should come on with the following annunciations.

1. NAV or GPS
2. MSG and/or WPT may be flashing depending on the status of the GPS receiver.

Press the lamp test button, all annunciations should light. Continue pressing the lamp test button and cover the photocell window located on the left side of the front panel. All annunciations should dim.

Annunciation brightness at the minimum dimming level may be adjusted by rotation of the dimmer control located on the right side of the MD41-() case. CW rotation lowers the dimming level.

Select NAV using the NAV/GPS button. The presentation on the HSI/CDI will now be information from the NAV (VOR) receiver. Using a VOR test generator or equivalent VOR signal, verify that the presentation and operation of the HSI/CDI is correct. This will include course resolver, left-right meter, to-from meter and nav warn flag. Now select GPS on the MD41-() and tune the VOR receiver to an ILS frequency. The MD41-() will be forced to NAV mode and ILS information will be displayed on the HSI/CDI. **NOTE**, this feature will not work if “ILS Energize” (J1 pin 14) was not connected at the time of installation.

Please refer to the Northstar M3 installation manual for the remaining system tests.

No periodic maintenance or calibration is necessary for continued airworthiness of the MD41-().

ENVIRONMENTAL QUALIFICATION FORM

RTCA / DO160C

NOMENCLATURE: MD41-() GPS ANNUNCIATION CONTROL UNIT

MODEL NO: MD41-()

TSO NO: C129

CLASS A1

MANUFACTURER TEST SPECIFICATION:

MPS 7015613

MANUFACTURER: Mid-Continent Instruments and Avionics
 9400 E. Street N.
 Wichita, KS 67226
 Phone (316) 630-0101

Conditions	Section	Description of Conducted Tests
Temperature and Altitude Low Temperature High Temperature In-Flight Loss of Cooling Altitude Decompression Overpressure	4.0 4.5.1 4.5.2 & 4.5.3 4.5.4 4.6.1 4.6.2 4.6.3	Equipment tested to Categories A1 & F2 except as noted Cooling air not required Not Tested
Temperature Variation	5.0	Equipment tested to Category C
Humidity	6.0	Equipment tested to Category A
Shock Operational Crash Safety	7.0 7.2 7.3	Equipment tested per DO-160C Par. 7.2.1
Vibration	8.0	Equipment tested without shockmounts to Categories M and N (Table 8-1)
Explosion	9.0	Equipment identified as Category X, no test required
Waterproofness	10.0	Equipment identified as Category X, no test required
Fluids Susceptibility	11.0	Equipment identified as Category X, no test required

Environmental Qualification (cont.)

Conditions	Section	Description of Conducted Tests
Sand and Dust	12.0	Equipment identified as Category X, no test required
Fungus	13.0	Equipment identified as Category X, no test required
Salt Spray	14.0	Equipment identified as Category X, no test required
Magnetic Effect	15.0	Equipment tested to Class Z
Power Input	16.0	Equipment tested to Category B
Voltage Spike	17.0	Equipment tested to Category A
Audio Frequency Susceptibility	18.0	Equipment tested to Category B
Induced Signal Susceptibility	19.0	Equipment tested to Category A
Radio Frequency Susceptibility	20.0	Equipment tested to Category T
Radio Frequency Emissions	21.0	Equipment tested to Category Z
Lightning Induced Transient Susceptibility	22.0	Equipment identified as Category X, no tests required
Lightning Direct Effects	23.0	Equipment identified as Category X, no tests required
Icing	24.0	Equipment identified as Category X, no test required